

Air Traffic Control

Explanation of Changes

**Direct questions through appropriate facility/region staff
to the Office of Primary Interest (OPI)**

a. 1-2-6. ABBREVIATIONS

Adds the following abbreviations to Table 1-2-1:

AMASS (Airport Movement Area Safety System)

ARTS (Automated Radar Tracking System)

ATTS (Automated Terminal Tracking Systems)

CPME (Calibration Performance Monitor Equipment)

CTRD (Certified Tower Radar Display)

EDCT (Expect Departure Clearance Time)

M-EARTS (Micro-En Route Automated Radar Tracking System)

RTQC (Real-Time Quality Control)

Also, modifies:

AMB (Ambiguity)

(ATP-120)

b. 2-1-5. EXPEDITIOUS COMPLIANCE

Adds wording to expand the explanation of the term "expedite" when used in conjunction with a climb or descent clearance. (ATP-110)

c. 2-1-10. NAVAID MALFUNCTIONS

Realigns GPS reporting requirements. (ATP-402)

d. 2-6-4. WEATHER AND CHAFF SERVICES

Standard Terminal Automation Replacement System (STARS) and ARTS Color Display (ACD) have increased functionality for display of up to six levels of weather. (ATP-120)

e. 2-9-2. OPERATING PROCEDURES

Makes editorial changes to eliminate the possibility of confusion. (ATP-120)

f. 2-9-3. CONTENT

Makes editorial changes to eliminate the possibility of confusion. (ATP-120)

g. 3-1-6. TRAFFIC INFORMATION

Adds new abbreviation CTRD. (ATP-120)

h. 3-6-1. EQUIPMENT USAGE

Clarifies the operational requirements and usage of Airport Surface Detection Equipment (ASDE)/Airport Movement Area Safety System (AMASS). (ATP-120)

i. 3-6-2. INFORMATION USAGE

Adds AMASS procedures for operational use. (ATP-120)

j. 3-6-3. IDENTIFICATION

Adds AMASS and clarifies the requirement for this use. (ATP-120)

k. 3-6-4. AMASS ALERT RESPONSES

Adds AMASS procedures for operational use. (ATP-120)

l. 3-7-5. PRECISION APPROACH CRITICAL AREA

Makes change to eliminate possible confusion. (ATP-120)

m. 3-9-4. TAXI INTO POSITION AND HOLD (TIPH)

Modifies the current requirements. The intent is to reduce the possibility of an aircraft landing over another aircraft holding in position. (ATP-120)

n. 3-9-7. WAKE TURBULENCE SEPARATION FOR INTERSECTION DEPARTURES

Clarifies the application of wake turbulence separation for departures on parallel runways separated by less than 2,500 feet with runway thresholds offset by 500 feet or more. (ATP-120)

o. 3-9-10. CANCELLATION OF TAKEOFF CLEARANCE

Makes editorial change. (ATP-120)

p. 3-10-7. LANDING CLEARANCE WITHOUT VISUAL OBSERVATION

Adds new abbreviation CTRD. (ATP-120)

q. 3-10-9. RUNWAY EXITING

Clarifies the need for controller awareness when aircraft exit the runway after landing. (ATP-110)

r. 4-3-9. FORWARDING DEPARTURE TIMES

Depending upon ATTS, DM will flash as appropriate in the full data block, although not necessarily in field 4. (ATP-120)

s. 4-5-7. ALTITUDE INFORMATION

Clarifies "descend via" in phraseology example. (ATP-110)

t. 4-6-4. HOLDING INSTRUCTIONS

Updates holding instructions. (ATP-402)

u. 4-7-11. ARRIVAL INFORMATION BY APPROACH CONTROL FACILITIES

Adds new abbreviations ATTS and CTRD. (ATP-120)

v. 5-1-2. ALIGNMENT CHECK

Clarifies alignment accuracy checks and changes title of paragraph to "ALIGNMENT ACCURACY CHECK." (ATP-120)

w. 5-1-3. RADAR USE

Some ATTS allow overlapping primary radar coverage from multiple radar sites. This change includes terminal and en route environments. (ATP-120)

x. 5-2-2. DISCRETE ENVIRONMENT

Adds new abbreviation ATTS. (ATP-120)

y. 5-2-13. CODE MONITOR

Adds STARS. (ATP-120)

z. 5-5-2. TARGET SEPARATION

Adds the word "digitized" to clarify digitized targets. (ATP-110)

aa. 5-5-3. MINIMA

Moves the current paragraph 5-5-3, Minima, to new paragraph 5-5-4, Minima, and establishes terminal minima for mosaic capabilities of the ATTS. Also, moves the Target Resolution procedures from the Pilot/Controller Glossary to new paragraph 5-5-3, Target Resolution. (ATP-120)

ab. 7-2-1. VISUAL SEPARATION

Clarifies the application of visual separation in a terminal area. (ATP-120)

ac. 7-4-3. CLEARANCE FOR VISUAL APPROACH

Modifies subparagraph b and the phraseology statement. (ATP-120)

ad. 8-5-4. SAME DIRECTION

Modifies Figure 8-5-3, Transitioning from Offshore to Oceanic Airspace; Same Direction, to show the correct separation minima of 5 minutes in trail and 4,000 feet vertical separation. (ATP-130)

ae. 9-4-2. SEPARATION MINIMA

Makes a minor editorial change. (ATP-200)

af. 9-4-3. VFR-ON-TOP

Corrects the procedures currently in subparagraph 9-4-3a and adds a reference note. (ATP-200)

ag. APPENDIX B. AIRCRAFT INFORMATION HELICOPTERS/ROTORCRAFTS

Corrects the weight class for Boeing and Kawasaki/H46, McDonnell-Douglas/H64, and Sikorsky/H60. (ATP-120)

ah. Changes all references to "Centerfield Wind" to "Airport Wind." (ATP-120)

ai. Changes were made updating references to other orders to reflect changes in paragraph numbers/titles. Revision bars were used. (ATA-10)

aj. Editorial/format changes were made where necessary. Revision bars were not used due to the insignificant nature of the changes. (ATA-10)